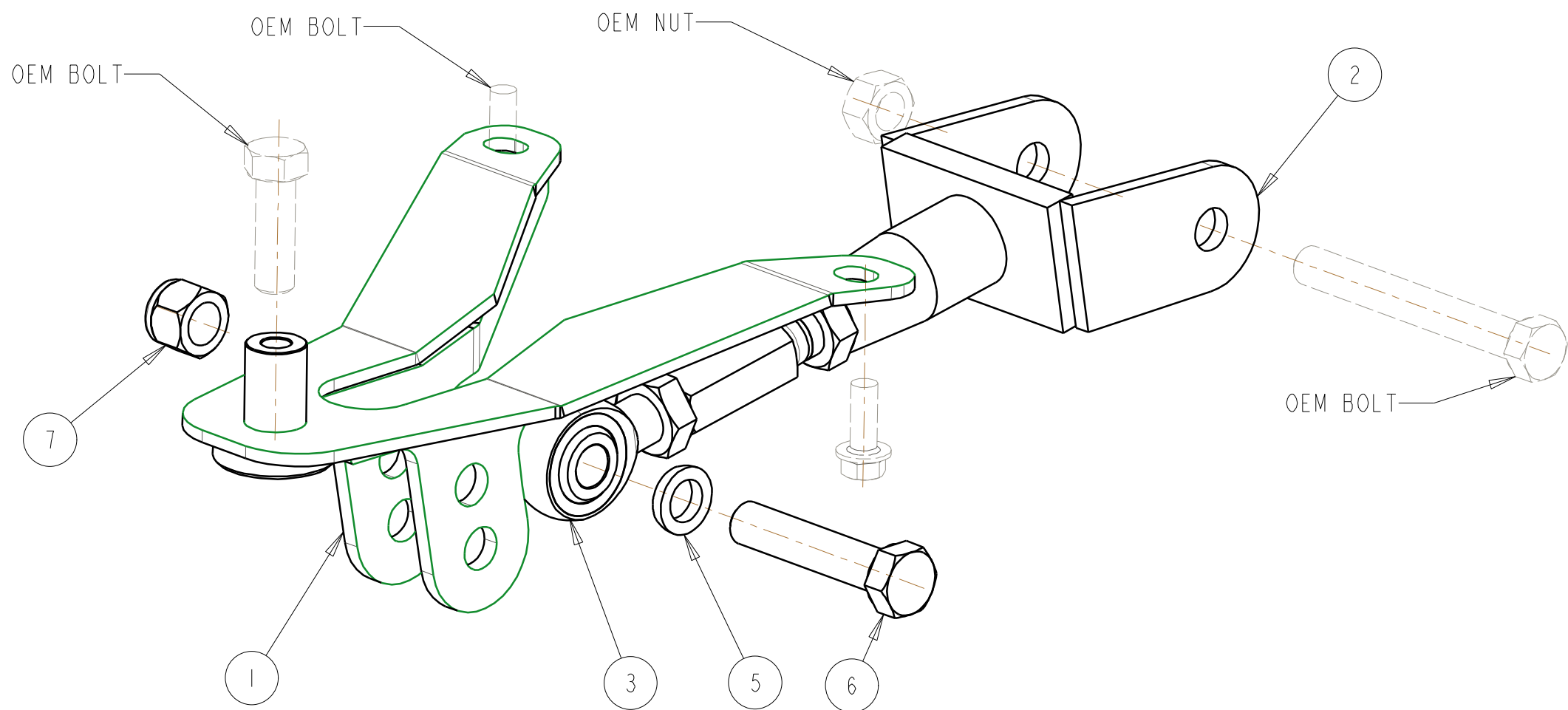
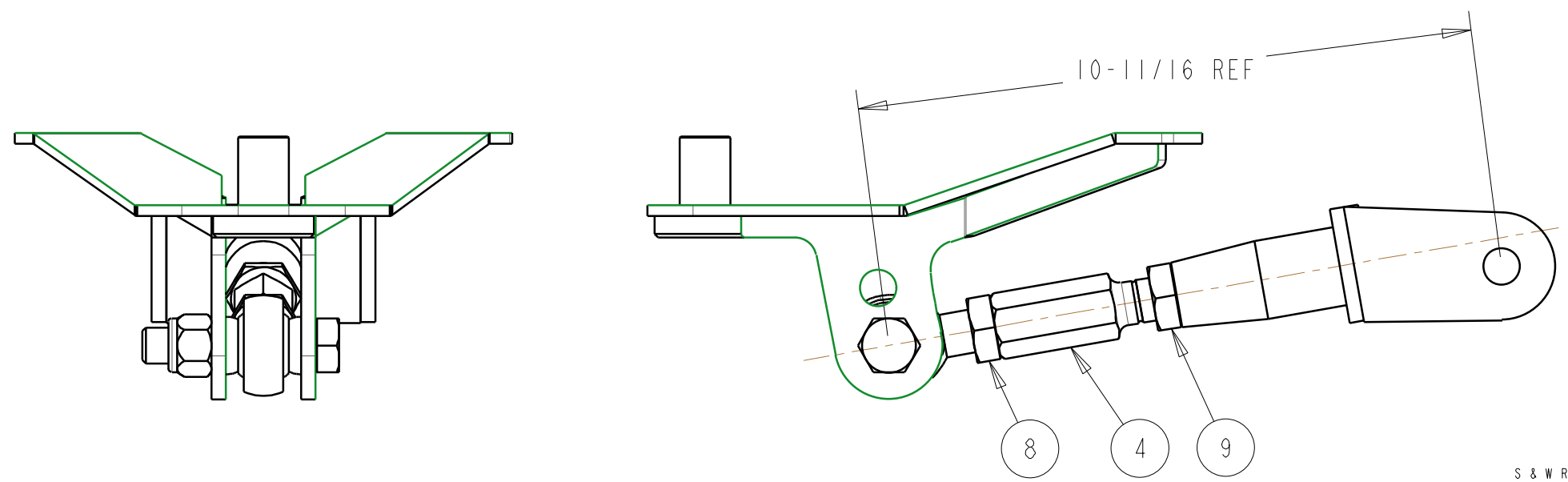


40-701-1



BILL OF MATERIALS			
ITEM	QTY	PART No.	DESCRIPTION
1	1	40-701-01	UPPER CONTROL ARM BRACKET
2	1	40-701-02	TOP LINK WELDMENT
3	1	64-612	3/4 ROD END w/5/8 HOLE
4	1	65-1001	HEX ADJUSTER, LADDER BAR
5	2	63-076	5/8 HALF MOON
6	1	65-086	5/8 BOLT
7	1	65-137	5/8 NYLOCK
8	1	65-120	3/4 JAM NUT, RH
9	1	65-121	3/4 JAM NUT, LH

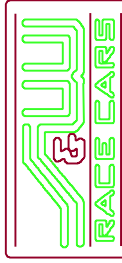


A	04MAY10	JEB	REVISED 40-701-01
0	12DEC06	JEB	INITIAL RELEASE
REV	DATE	DRN	DESCRIPTION
TOLERANCES: FRACTIONS ±1/32 2 PLC DEC ±0.01 3 PLC DEC ±0.005 ANGLES ±0.5°			ADJUSTABLE COMPETITION UPPER CONTROL ARM GENERAL ARRANGEMENT
MAT'L:			
PART No: 40-701			DRW No: 40-701 - 1

S & W RACE CARS
11 MENNONITE CHURCH RD
SPRING CITY, PA 19475

GENERAL INSTALLATION NOTES:

1. RAISE AND SUPPORT CAR WITH JACK STANDS. THE REAR OF THE CAR SHOULD BE SUPPORTED WITH THE JACK STANDS UNDER THE SUBFRAMES. THE REAR HOUSING SHOULD BE HANGING. PLACE A JACK STAND UNDER THE REAR HOUSING AT THE PINION SO THAT THE HOUSING DOESN'T ROTATE WHEN THE TOP LINK IS REMOVED.
2. REMOVE THE REAR SEAT CUSHION. REMOVE THE BOLT IN THE DRIVE SHAFT TUNNEL THAT HOLD THE FRONT OF THE TOP LINK CHASSIS BRACKET. KEEP THIS BOLT, IT WILL BE USED TO HOLD THE NEW BRACKET.
3. LOOSEN THE STRAPS THAT HOLD THE FUEL TANK AND FUEL LINES. SEPERATE THE TANK FROM THE BODY AND LET IT HANG.
4. REMOVE THE TWO REMAINING BOLTS HOLDING THE CHASSIS BRACKET AND THE BOLT HOLDING THE TOP LINK TO THE REAR HOUSING. KEEP THESE BOLTS AND USE WITH THE NEW BRACKET & LINK.
5. INSTALL THE NEW CHASSIS BRACKET USING OEM BOLTS. NOTE: USE LOCK TIGHT OR SIMILAR PRODUCT ON THESE BOLTS.
6. ASSEMBLE THE NEW LINK, HEX ADJUSTER, JAM NUTS & ROD END.
7. BOLT NEW LINK TO REAR HOUSING.
8. BOLT THE LINK TO THE CHASSIS BRACKET. FOR THE INITIAL SETUP YOU MAY WANT TO START WITH THE LINK IN THE TOP HOLE, THIS IS CLOSE TO THE STOCK LOCTION. BE SURE TO INSTALL A HALF MOON ON EACH SIDE OF THE ROD END. THE SMALL DIAMETER END OF THE HALF MOON GOES AGAINST THE ROD END.
9. CHECK YOUR WORK AND TIGHTEN ALL NUTS AND BOLTS.
10. TAKE THE CAR OFF THE JACK STANDS AND WITH THE WEIGHT ON THE SUSPENSION CHECK THE PINION ANGLE. THE ANGLE SHOULD BE BETWEEN 0 & 2 DEGREES DOWN. THE ANGLE CAN BE ADJUSTED BY LOOSENING THE JAM NUTS ON THE HEX ADJUSTER AND TURNING THE ADJUSTER. TIGHTEN THE JAM NUTS WHEN THE ANGLE IS SET.



S & W RACE CARS
 11 MENNONITE CHURCH RD
 SPRING CITY, PA 19475

0	12DEC06	JEB			INITIAL RELEASE
REV	DATE	DRN	APP'R	DESCRIPTION	
TOLERANCES: FRACTIONS ±1/32 2. PLC DEC ±0.01 3. PLC DEC ±0.005 ANGLES ±0.5°				GENERAL NOTES 05 MUSTANG UPPER CONTROL ARM KIT	
MAT'L:					
				Part No: 40-701	DWR No: 40-701 - 2